

Maximum Impervious Cover based on Proposed Land Uses

Maximum Impervious Cover	CWO	WPO	Proposed PUD
Total Acres	~1,238 acres	~1,423 acres	1,441 acres total
Average Percent Across PUD	56%	64%	65%

- 25-8-642, Administration Variance – Removal of a heritage tree may be reviewed and approved administratively if removal is required for the construction of either William Cannon Drive or Slaughter Lane. Relocation of a heritage tree is not considered removal.

Proposed Environmental Superiority Elements

As mentioned above, the Pilot Knob PUD is comprised of five MUDs. When the MUDs were approved in 2012, the City and developer agreed that the project would achieve environmental superiority by meeting specific standards. For example, the developer agreed to implement various City recommendations, like protecting headwater buffers, prior to their codification in the WPO in 2013. Since the City and developer agreed to superiority standards in the MUD Consent Agreement, the baseline for evaluating the PUD’s environmental superiority is the code that applied to the property in 2012: the CWO regulations for the City’s extraterritorial jurisdiction (ETJ).

The project is proposing to provide the following environmental superiority elements (please see the applicant’s Exhibit B-1– Superiority Table for additional details):

1. The PUD will provide approximately double the amount of required parkland. Parkland requirements will be based on ten acres per 1,000 residents, instead of the current code requirement of five acres per 1,000 residents. In addition, a minimum of 100 acres of parkland will be provided, even if the residential density does not require that amount.
2. The PUD will provide 300 acres of open space, which is 32 percent higher than the 227 acres required based on the assumed land uses.
3. The PUD will exceed the minimum landscaping requirements of the code by providing a tree care plan, prepared by a certified arborist, for construction-related impacts within the critical root zone of all trees which are required to be preserved. All trees planted to meet landscape requirements will be selected from Appendix F of the Environmental Criteria Manual. The project will also utilize Central Texas seed stock and provide adequate soil volume.
4. Upon reclaimed water being brought to undeveloped areas of the project, reclaimed water shall be used for irrigation in open space areas where such use is economically feasible, subject to any applicable water use restrictions imposed by the City. No reclaimed water will be used in the floodplain or CWQZ.
5. The project will use green water quality controls, as described in Environmental Criteria Manual (ECM) Section 1.6.7, to treat 100% of the water quality volume required by

code. Per ECM Section 1.6.7, green water quality controls may include, but are not limited to, biofiltration ponds, rain gardens, and other non-required vegetation.

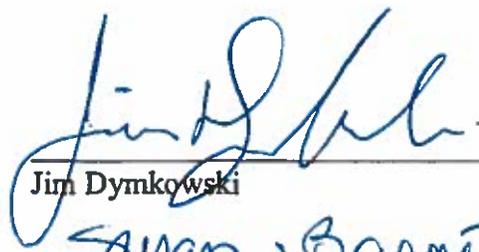
6. Waterways with a drainage area of 64 to 320 acres will be either protected with a 50-foot CWQZ or mitigated pursuant to the MUD Consent Agreement. This equates to approximately 39,555 linear feet of buffered headwater streams, and approximately 88 acres of CWQZ. (The CWO did not protect waterways with a drainage area smaller than 320 acres in the Suburban watersheds. However, waterways with a drainage area of 64 to 320 acres are protected with a 100-foot CWQZ under current code.)
7. The project will restore riparian vegetation in the CWQZ for all intermediate and major waterways within the PUD.
8. An integrated pest management plan will be developed for commercial, residential, and open space areas, and residential property owners will be educated regarding integrated pest management and "Grow Green" requirements. Copies of the IPM plan will be provided to single family homeowners and all other commercial property owners.

Recommendations

Staff recommends approval of the proposed Planned Unit Development based on our finding that the proposed development is environmentally superior to what could be built without the PUD, as required by City code. For example:

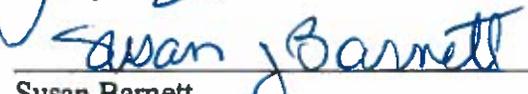
- The project will improve riparian habitat by restoring degraded CWQZs for all intermediate and major waterways.
- The project will use green water quality controls to treat 100 percent of the required water quality volume. Green water quality controls provide greater overall pollutant removal than the minimum requirement for sedimentation/filtration systems. They can also provide additional benefits, such as infiltration and potable water conservation.
- The project will provide double the amount of parkland and 32 percent more open space than required by code. The additional parkland and open space is located outside of environmentally sensitive areas that are required to be protected, such as CWQZs and CEF buffers.
- The project will exceed the minimum landscaping requirements by providing a tree care plan, selecting trees from Appendix F of the ECM, utilizing Central Texas seed stock, and providing adequate soil volume for planted trees.
- The project agreed to provide a CWQZ for creeks with a drainage area from 64 to 320 acres, prior to the adoption of the WPO.

Environmental Reviewer:



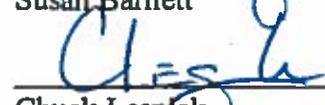
Jim Dymkowski

Environmental Program Coordinator:



Susan Barnett

Environmental Officer:



Chuck Lesnak

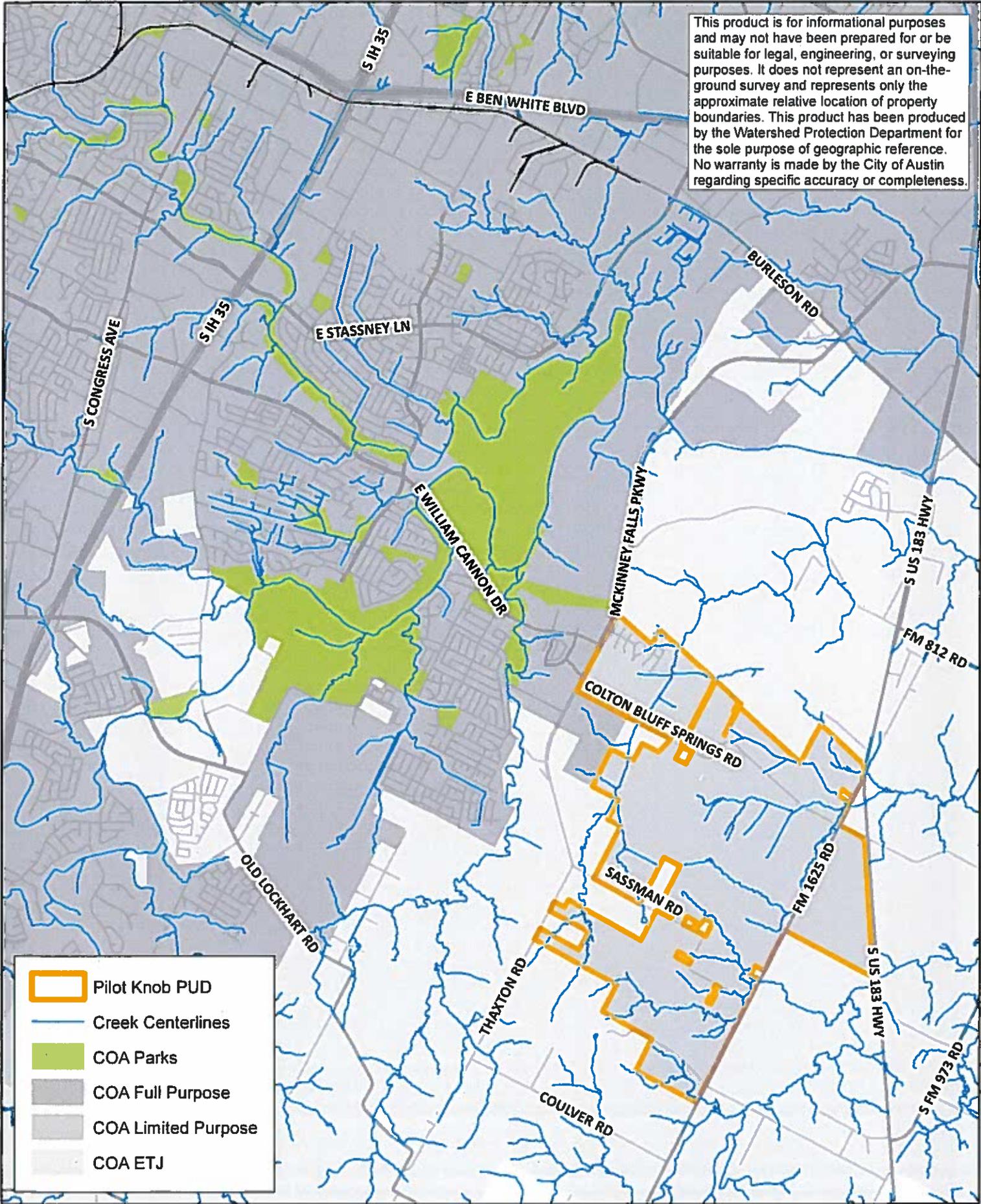
Date:

August 19, 2015

Attachments

- A Location Map
- B Environmental Features Map
- C Site Photos
- D Driving Directions

This product is for informational purposes and may not have been prepared for or be suitable for legal, engineering, or surveying purposes. It does not represent an on-the-ground survey and represents only the approximate relative location of property boundaries. This product has been produced by the Watershed Protection Department for the sole purpose of geographic reference. No warranty is made by the City of Austin regarding specific accuracy or completeness.

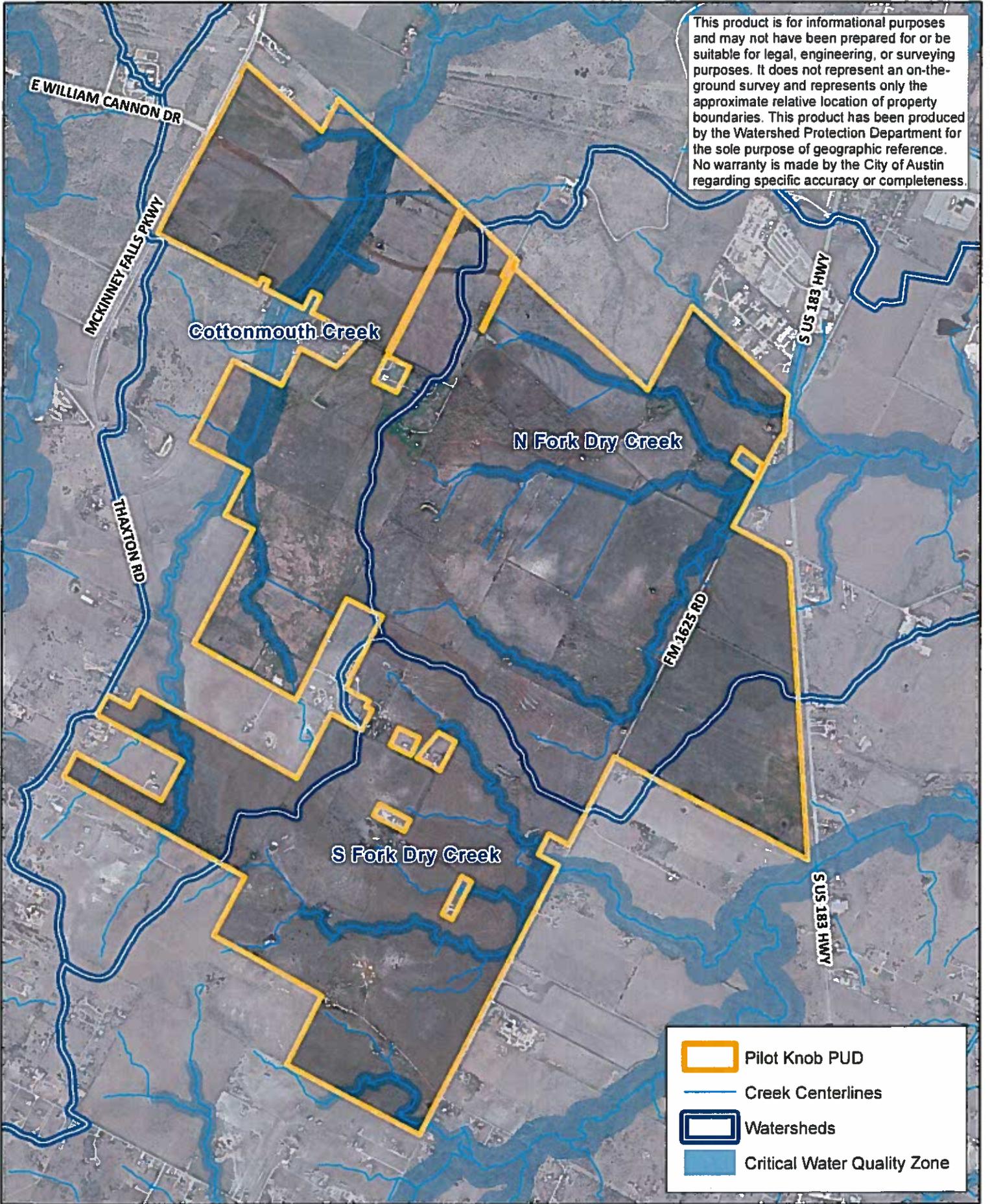


- Pilot Knob PUD
- Creek Centerlines
- COA Parks
- COA Full Purpose
- COA Limited Purpose
- COA ETJ

Attachment A
Pilot Knob PUD Location Map



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Attachment B
Pilot Knob PUD Environmental Features Map

Attachment C
Pilot Knob PUD Site Photos



View of PUD property from McKinney Falls Road, looking east



View of PUD property from the corner of Colton Bluff Springs Road and FM 1625, looking south



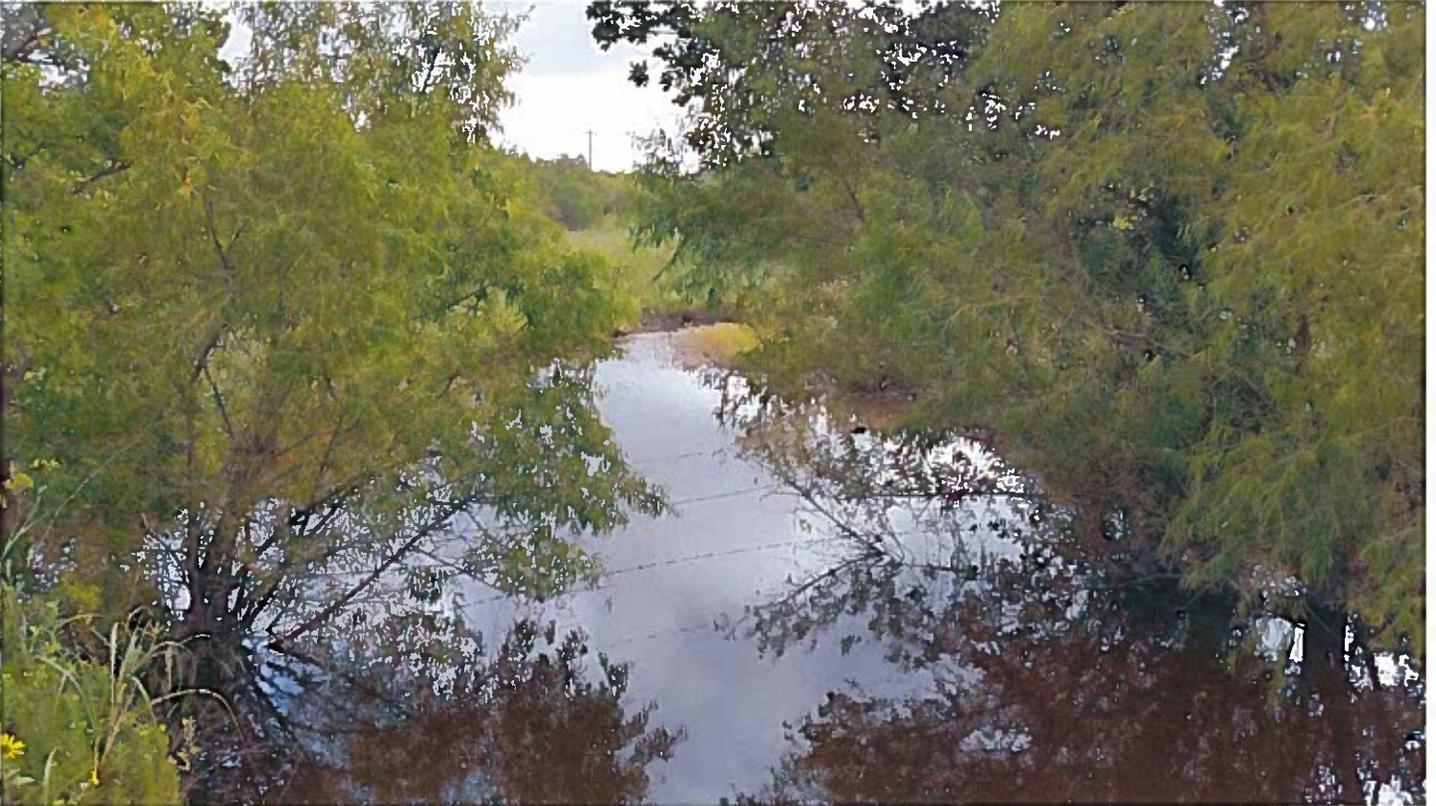
Headwater tributary (unclassified waterway; drainage area less than 64 acres)



Cottonmouth Creek (intermediate waterway, drainage area 320-640 acres)



Example of Critical Environmental Feature (CEF)



Example of CEF



Area of proposed code modification to LDC 25-8-42(B)(7), Administrative Variance, for cut and fill up to 15 feet



Area of proposed code modification to LDC 25-8-42(B)(7), Administrative Variance, for cut and fill up to 15 feet – intersection of McKinney Falls Road and Colton Bluff Springs Road

Attachment D

Driving Directions to Pilot Knob PUD

From Austin City Hall, 301 W. 2nd Street:

- Drive 5 miles south on I-35; take exit 228 for William Cannon Drive
- Turn left onto E William Cannon Drive; drive 3.4 miles
- Turn right onto McKinney Falls Parkway; drive 0.3 miles
- Turn left onto Colton Bluff Springs Road

Colton Bluff Springs Road runs through the northern section of the PUD. To make a loop through the property, drive east on Colton Bluff Springs Road to FM 1625. Turn right and drive south on FM 1625 to Sassman Road. Turn right and drive west on Sassman Road to Thaxton Road. Turn right and drive north on Thaxton Road, which becomes McKinney Falls Parkway.



MEMORANDUM

Date: September 17, 2015
To: Wendy Rhoades, Case Manager
CC: James A. Kratz, P.E., Jacobs Engineering
Reference: Pilot Knob PUD TIA
Zoning Case: C814-2012-0152

The Transportation Review Section has reviewed the Traffic Impact Analysis (TIA) for the Pilot Knob PUD, dated 01/27/2015, and offers the following comments:

TRIP GENERATION

The Pilot Knob PUD is a 2,214-acre development located in southeastern Travis County between McKinney Falls Parkway on the west, US 183 on the east, Dee Gabriel Collins on the north, and extends just beyond Wende Road on the south. The subject property is currently undeveloped and not zoned. The proposed zoning is Planned Unit Development (PUD) and is to be a mixed-use development consisting of single-family homes, mid-rise apartments, mixed retail/commercial uses, 3 elementary schools, 1 middle/junior high school, and recreational community center. The project consists of five MUDs and is planned to be developed in eight (8) phases over a twenty-year period with an estimated build-out in 2033.

Based on the standard trip generation rates established by the Institute of Transportation Engineers (ITE Trip Generation, 9th Edition), the proposed development is estimated to generate approximately 7,951 unadjusted AM peak-hour trips (PHTs) and 12,333 unadjusted PM peak-hour trips upon build-out as shown in Table 1.

Table 1. Summary of Unadjusted Peak-Hour Trip Generation (PHTs)

LAND USE	Size	AM Peak Hour			PM Peak Hour		
		Total	Enter	Exit	Total	Enter	Exit
Single-Family (ITE 210)	5,910 Units	4,433	1,108	3,325	5,970	3,761	2,209
Mid-Rise Apartment (ITE 223)	4,081 Units	1,225	380	845	1,592	923	669
Rec. Community Center (ITE 495)	160 KSF	260	159	101	232	86	146
Retail/Commercial Uses (ITE 820)	1,142 KSF	1,142	697	445	4,260	2,087	2,173
3 Elementary Schools (ITE 520)	900 Students	405	223	182	135	66	69
1 Middle/Jr. High School (ITE 522)	900 Students	486	267	219	144	71	73
Total Unadjusted Trips		7,951	2,834	5,727	12,333	6,994	5,339

However, the ITE Trip Generation Handbook allows adjusted trip rates applicable to certain land uses resulting in reduced trips to/from the site and identified as either pass-by traffic or internal-capture trips. Due to internal capture and pass-by traffic, the total PM peak period traffic to be generated by the development land uses is expected to be reduced by 34.3 percent as shown in Table 2 below:

Table 2. Adjusted Peak-Hour Trip Generation (PHTs)

	Time of Day	Movement	ITE Trips	MUD Internal Trips	Site Internal Trips	Pass-by Trips	Transit Reduction	Net Trips
MUD 1 Total (37.7% of unadjusted trips)	AM Peak	Entering	765	0	0	0	38	727
		Exiting	962	0	0	0	48	914
		Total	1727	0	0	0	86	1641
	PM Peak	Entering	2227	327	235	398	111	1155
		Exiting	2056	327	285	385	103	957
		Total	4282	654	520	782	214	2112
	Daily	Entering	26235	3573	3230	4546	1312	13574
		Exiting	26235	3573	3597	4331	1312	13422
		Total	52469	7145	6827	8877	2623	26996
MUD 2 Total (17.4% of unadjusted trips)	AM Peak	Entering	559	134	0	0	28	398
		Exiting	1289	99	0	0	64	1126
		Total	1848	232	0	0	92	1523
	PM Peak	Entering	1484	78	56	34	74	1242
		Exiting	967	101	61	34	48	722
		Total	2451	179	117	68	123	1964
	Daily	Entering	12092	1150	498	399	605	9441
		Exiting	12092	1150	633	385	605	9318
		Total	24184	2301	1131	784	1209	18759
MUD 3 Total (23.4% of unadjusted trips)	AM Peak	Entering	616	74	0	0	31	511
		Exiting	1316	61	0	0	66	1189
		Total	1932	135	0	0	97	1700
	PM Peak	Entering	1710	101	252	49	85	1223
		Exiting	1215	102	188	73	61	792
		Total	2925	202	440	122	146	2015
	Daily	Entering	16283	1095	3312	423	814	10639
		Exiting	16283	1095	2556	696	814	11122
		Total	32567	2190	5868	1119	1628	21761
MUD 4 Total (11.8% of unadjusted trips)	AM Peak	Entering	650	367	0	0	32	250
		Exiting	956	286	0	0	48	622
		Total	1606	653	0	0	80	872
	PM Peak	Entering	875	131	32	14	44	654
		Exiting	636	165	36	14	32	390
		Total	1511	296	68	28	76	1043
	Daily	Entering	8186	1805	320	166	409	5487
		Exiting	8186	1805	406	161	409	5405
		Total	16373	3610	726	327	819	10892
MUD 5 Total (9.7% of unadjusted trips)	AM Peak	Entering	242	20	0	0	12	210
		Exiting	594	13	0	0	30	552
		Total	837	32	0	0	42	762
	PM Peak	Entering	698	21	30	14	35	598
		Exiting	464	28	33	14	23	365
		Total	1162	49	64	28	58	963
	Daily	Entering	6711	342	327	166	336	5541
		Exiting	6711	342	416	161	336	5457
		Total	13422	683	743	327	671	10998
Combined Total	AM Peak	Entering	2832	595	0	0	142	2096
		Exiting	5117	458	0	0	256	4402
		Total	7949	1053	0	0	397	6499
	PM Peak	Entering	6993	657	606	509	350	4872
		Exiting	5338	722	603	520	267	3225
		Total	12331	1379	1209	1029	617	8098
	Daily	Entering	69507	7965	7686	5700	3475	44681
		Exiting	69507	7965	7609	5734	3475	44725
		Total	139015	15929	15295	11434	6951	89406
PM Reduction Percentage				11.2%	9.8%	9.4%	5.0%	34.3%

DATA ASSUMPTIONS

1. Background traffic volumes for this proposed development included in the study included the following projects: Double Creek Village (C14-03-0053, C14-04-0018, C14-04-0019, C14-04-0020, C14-2008-0220, C14-2101-0174); Tobin Tract (C14-03-0186); Slaughter Lane at Brandt Road (C14-04-0120.SH); Parkside at Slaughter Creek (C14-04-0104); Southpark Meadows (C14-04-0075); The Grove at Southpark Meadows (C14-05-0171); Harrell Tract (C14-04-0124, C14-04-0125, C14-04-0126, C14-04-0160, C14-2007-0253); Brandt Road Industrial Park (C8J-03-0046); Slaughter Creek Subdivision (C8-01-0178.OA); Bella Fortuna (C8J-03-0167); Zachary Scott Subdivision (C14-06-0084.SH, C14-06-0085.SH); KB Sheldon 230 (C14-05-0168); Legend's Way Subdivision (C14-07-0002); Thaxton Rezoning (C14-07-0005); 100019 IH-35 South (C14-2007-0102); The Wate at Bluff Springs (C14-2008-02111); Bennett Tract (C14-2008-0123); Thaxton Place (C14-2007-0265); Residences at Onion Creek (C14-2007-0189.SH, SP-2007-0585D.SH); Cullen Zoning (C14-06-0203); Slaughter Zoning (C14-06-0204); legacy Oaks (C8J-2008-0097.OA, SP-2008-0222D); The Vistas at Austin (C8J-2007-1061); and the Goodnight Ranch PUD (C814-04-0187.SH).
2. Pass-by trip reductions are allowed for certain commercial uses based on data provided in the ITE Trip Generation Handbook. A reduction of 10.5% from the total external traffic expected to be generated by the retail areas was estimated due to pass-by traffic. Reductions were assumed only for the PM period.
3. The ITE Trip Generation Handbook allows an internal capture trip reduction for large, mixed-use developments because a percentage of the trips will occur wholly within the PUD. No internal capture reductions were assumed for the recreational community center during the AM and PM peak periods. Due to internal capture, this PUD development is expected to experience a reduction of 23.3% from the total traffic impact on the adjoining roadway network during the PM peak period.
4. For the analysis, no reductions were taken for transit use except for the following years: Year 15, Year 18, and Year 21. Since Capital Metro service may expand its service to this PUD development in the future, a transit reduction rate of 5% was agreed to be applied for the final three analyses years.
5. Based on the TIA's scope of work, traffic counts were taken at various key locations to establish the circulation characteristics of the roadways in the study area. The traffic counts taken in conjunction with data from CAMPO and other sites formed the basis for the future traffic assumptions in the study area. Non-site traffic growth was projected using the historical growth rate of 1.5%. The analysis was performed using the 3.37% annual growth rate in accordance with the TIA scope approved by the City of Austin.

EXISTING AND PLANNED ROADWAYS

SH-130 – This state roadway is located approximately 1/4 mile east of the site. The Austin Metropolitan Area Transportation Plan and the CAMPO Mobility Plan classify SH-130 as a six-lane toll freeway in the site's vicinity area. The 2012 traffic volume on SH-130 north of US 183 was approximately 10,300 vehicles per day and the traffic volume on SH-130 south of SH-71 was approximately 11,300 vehicles per day (vpd).

US-183 – This state roadway borders the east property line. The 2025 Austin Metropolitan Area Transportation Plan classifies US 183 as a six-lane freeway in the site's vicinity area. Currently, US 183 is a four-lane highway running north and south along the boundary of the study area. Construction has been completed at the intersection with FM 1625 to add shoulders and to add turn bays at Colton-Bluff Springs/McKenzie Road. Traffic signals are installed at the intersections with Burleson Road, Dee Gabriel Collins Road/FM 812, FM 973, and FM 1327. The 2012 traffic volume on US 183 just north of FM 973 was 15,800 vpd.

E. William Cannon Drive – This roadway is classified as a six-lane major divided arterial by the 2025 Austin Metropolitan Area Transportation Plan. The CAMPO 2035 Mobility Plan calls for this road to be a minimum of four-lanes with right-of-way for a six-lane divided major arterial. Currently, existing William Cannon ends at McKinney Falls Parkway on the west side of the Pilot Knob development. The TIA assumes the extension of William Cannon through the development. William Cannon Drive is classified in the Bicycle Plan as Route 80. The 2009 Bicycle Plan recommends to upgrade Route 80 with dedicated bike lanes along the entire corridor.

E. Slaughter Lane – Slaughter Lane is classified as a six-lane major arterial in the Austin Metropolitan Area Transportation Plan and CAMPO 2035 Transportation Plan. The CAMPO 2035 Mobility Plan calls for this road to be a minimum of four-lanes with right-of-way for a six-lane divided major arterial. Currently, existing Slaughter Lane ends at approximately ¾ mile east of the Old Lockhart Hwy. For the analysis, the TIA assumes the extension of Slaughter Lane through the development and will include turn bays at the proposed intersection with US 183. Slaughter Lane is classified in the Bicycle Plan as Route 86. The 2009 Bicycle Plan recommends to upgrade Route 86 with dedicated bike lanes along the entire corridor.

McKinney Falls Parkway – This road is a north-south arterial along the west boundary of the site area. North of William Cannon Drive, McKinney Falls exists as a four-lane divided major arterial and is listed in the Austin Metropolitan Area Transportation Plan. South of William Cannon Drive, a construction project was recently completed to improve McKinney Falls to a four-lane divided roadway with dedicated bike lanes to the intersection with Thaxton Road. At the intersections with Burleson Rd., Dee Gabriel Collins, William Cannon, and Colton Bluff Springs, traffic lights have been installed. McKinney Falls Parkway is classified in the Bicycle Plan as Route 69.

FM 812/Dee Gabriel Collins Road – FM 812 exists as a four-lane major undivided arterial from US 183 to FM 973 and is classified in the Austin Metropolitan Area Transportation Plan. This roadway is the eastern leg of the intersection with US 183 and has a posted speed limit of 60 miles per hour. The leg west of the US 183 intersection is Dee Gabriel Collins Road and is a two-lane roadway with a posted speed limit of 45 miles per hour. FM 812 is listed in the Bicycle Plan as Route 480 and Dee Gabriel Collins Road is classified as Bike Route 80.

Colton-Bluff Springs/McKenzie Road – Currently, this roadway is a two-lane undivided collector on either side of US 183. Colton-Bluff Springs Road is located to the west of US 183 and McKenzie Drive is on the eastern side. Colton-Bluff Springs is classified in the Bicycle Plan as Route 82 and has posted speed limit of 45 miles per hour.

Thaxton Road – This north-south roadway is currently a two-lane undivided minor arterial and is located on the west side of the Pilot Knob development. The Austin Transportation Plan lists this road to be widened to a four-lane major divided arterial on 114' of right-of-way. This road connects to the south end of McKinney Falls Pkwy. and is classified in the Bicycle Plan as Route 69. The posted speed limit is 45 miles per hour.

FM 1625 – This state roadway exists as a two-lane undivided major arterial which ends at US 183 on the north and FM 1327 on the south. The Austin Metropolitan Area Transportation Plan lists this road to be a four-lane major divided arterial on 114' of right-of-way. This road is classified in the Bicycle Plan as Route 425 and has a posted speed limit of 55 miles per hour.

Sassman Road – This roadway exists as a two-lane collector that runs between Thaxton Road and FM 1625. This road is located within the study area on the south side of the Pilot Knob development. Sassman Road is not classified in the Bicycle Plan and has a posted speed limit of 40 miles per hour.

TRAFFIC ANALYSIS

The impact of site development traffic on the existing area roadways was analyzed. Capacity analyses of the studied intersections were performed on the existing traffic conditions. Additional capacity analyses were performed for the design year's background traffic conditions to better identify the traffic impacts due to the growth in the background traffic.

Capacity analyses for the studied intersections were performed for the design years with total traffic to determine the traffic impacts of the proposed development. Comparison of the capacity analyses resulted in recommendations regarding the transportation needs and impact of the development. Potential mitigation measures were identified and analyzed for effectiveness.

For the purpose of the traffic analysis, it was assumed that the proposed development will be constructed in eight distinct phases. The build-out of the Pilot Knob development is planned to occur over approximately twenty years.

INTERSECTION LEVEL OF SERVICE (LOS)

The TIA analyzed 20 existing intersections, 16 of which are or would be signalized, and 4 which will not be signalized. The existing levels of service are shown in the table below:

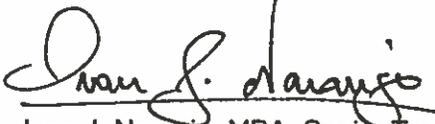
	Location	Traffic Control	AM Peak		PM Peak	
			LOS	Delay	LOS	Delay
1	William Cannon Dr and IH 35 NB FR	Traffic Signal	F	139.2	F	97.9
2	William Cannon Dr and IH 35 SB FR	Traffic Signal	F	212.0	F	207.6
3	William Cannon Dr and Bluff Springs	Traffic Signal	E	55.2	C	31.4
4	William Cannon Dr and Pleasant Valley	Traffic Signal	D	41.4	D	41.2
5	William Cannon Dr and McKinney Falls Pkwy	Traffic Signal	C	30.1	C	26.6
6	McKinney Falls Pkwy and Burleson Rd	Traffic Signal	F	90.4	D	43.3
7	McKinney Falls Pkwy and Dee Gabriel Collins	Traffic Signal	B	15.2	B	11.6
8	McKinney Falls Pkwy and Colton Bluff Springs	Traffic Signal	B	11.6	B	10.0
9	Slaughter Ln and IH 35 NB FR	Traffic Signal	F	227.4	F	192.0
10	Slaughter Ln and IH 35 SB FR	Traffic Signal	F	179.8	F	339.4
11	Slaughter Ln and Old Lockhart Hwy	Traffic Signal	C	33.9	B	11.8
12	Sassman Rd and Thaxton Rd/McKinney Falls	Stop Sign	A	1.8	A	1.7
13	US 183 and Burleson Rd	Traffic Signal	F	88.0	F	126.1
14	US 183 and Dee Gabriel Collins/FM 812	Traffic Signal	F	205.0	F	437.5
16	US 183 and FM 1625	Stop Sign	A	5.1	A	4.6
17	US 183 and FM 973	Traffic Signal	B	11.3	B	12.4
18	US 183 and FM 1327	Traffic Signal	A	1.2	A	0.9
19	FM 1625 and Sassman Rd	Stop Sign	B	15.6	B	13.9
20	FM 1625 and FM 1327	Traffic Signal	F	139.2	F	97.9

In addition, the TIA analyzed both the existing and future intersections in eight phases for each of the following periods: Year 1, Year 3, Year 6, Year 9, Year 12, Year 15, Year 18, and Year 21. The result of the analyses includes future levels of service (LOS) for each year period and they are listed in the tables contained in Exhibit "A".

RECOMMENDATIONS

- 1) Please see Exhibit "B" for a summary of traffic improvements recommended with the TIA.
- 2) It is recommended that William Cannon Drive and Slaughter Lane be constructed as four-lane divided arterials in accordance with the CAMPO 2035 Plan.
- 3) Since the PUD developer and TxDOT have mutually agreed on general terms for conforming with the state's departmental guidelines, future development of the PUD will require the approval from the Texas Department of Transportation for all road intersections and driveways which will connect to state roadways. In addition, the PUD developer and TxDOT must reach agreements regarding the funding for the cost of design and construction of the traffic improvements necessary for each phase.
- 4) Prior to full purpose annexation, the TIA may be amended, as required by Travis County. After full purpose annexation, the approved TIA may be amended as required by the City of Austin. Travis County recommends that the TIA and its subsequent amendments be kept on file at the Development Services Department of the City of Austin.
- 5) Cost estimates for the recommended traffic improvements have not been provided for this development. Travis County recommends that the cost estimates be deferred to the subdivision stage. Cost estimates for traffic improvements must be approved by Travis County and shall be provided with every phasing agreement in accordance with the recommendation of the approved TIA, as amended for each preliminary plan/final plat.
- 6) Development of the PUD should be limited to uses and intensities which will not exceed or vary from the projected traffic conditions assumed in the TIA and all roadways should be in full compliance with the intent of the City of Austin's Complete Streets Policy and as approved by Travis County.
- 7) Additional right-of-way for all roadways bordering the development shall be dedicated during the subdivision platting stage.
- 8) Development of this property should not exceed or vary from the projected traffic conditions assumed in the TIA, including peak hour trip generations, traffic distribution, roadway conditions, and other traffic related characteristics.
- 9) Due to the size and complexity of the proposed development, trip generation should be analyzed to ensure compatibility within the assumptions of the TIA as each section/phase within the PUD is developed.
- 10) Development of the PUD shall be in accordance with the Superiority Table for Tiers I & II.

If you have any questions or require additional information, please contact me at 974-7649.



Ivan J. Naranjo, MBA, Senior Transportation Planner
Transportation Review Staff – Land Use Review Division
City of Austin – Development Services Department

EXHIBIT "A"

Table 12 Intersection Capacity Analysis Year 1

Location	Traffic Control	AM Peak				PM Peak			
		Background		Total		Background		Total	
		LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay
4 William Cannon Dr and Pleasant Valley	Traffic Signal	D	42.8	D	46.2	D	43.0	D	39.3
5 William Cannon Dr and McKinney Falls Pkwy	Traffic Signal	E	59.2	D	43.5	C	32.3	D	40.2
7 McKinney Falls Pkwy and Dee Gabriel Collins	Traffic Signal	B	15.6	B	19.4	B	11.9	B	27.9
8 McKinney Falls Pkwy and Colton Bluff Springs	Traffic Signal	B	11.9	A	6.2	B	10.0	A	7.9

The Total LOS and Delay include the following improvements at the associated intersection:
 No improvements included

Table 13 Intersection Capacity Analysis Year 3

Location	Traffic Control	AM Peak				PM Peak			
		Background		Total		Background		Total	
		LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay
4 William Cannon Dr and Pleasant Valley	Traffic Signal	D	46.1	E	55.4	D	47.8	D	51.3
5 William Cannon Dr and McKinney Falls Pkwy	Traffic Signal	E	70.5	D	5	D	35.8	D	44.6
7 McKinney Falls Pkwy and Dee Gabriel Collins	Traffic Signal	B	16.2	C	25.2	B	12.6	B	21.8
8 McKinney Falls Pkwy and Colton Bluff Springs	Traffic Signal	B	12.6	A	7.7	B	10.2	B	7.6
31 William Cannon Dr and Collector 1	Stop Sign	-	-	A	6.4	-	-	A	3.6

The Total LOS and Delay include the following improvements at the associated intersection:
 Intersection 5

- added a right turn lane on the southbound approach of McKinney Falls Parkway
- added a right turn lane on the westbound approach of William Cannon Drive

Table 14 Intersection Capacity Analysis Year 6

Location	Traffic Control	AM Peak				PM Peak			
		Background		Total		Background		Total	
		LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay
1 William Cannon Dr and IH 35 NB FR	Traffic Signal	F	212.4	F	258.9	F	175.8	F	229.9
2 William Cannon Dr and IH 35 SB FR	Traffic Signal	F	298.6	F	324.8	F	310.9	F	359.7
3 William Cannon Dr and Bluff Springs	Traffic Signal	D	37.5	D	48.3	D	35.5	D	42.4
4 William Cannon Dr and Pleasant Valley	Traffic Signal	D	53.7	E	64.7	D	52.0	E	67.9
5 William Cannon Dr and McKinney Falls Pkwy	Traffic Signal	D	37.9	D	55.1	C	29.2	D	46.0
6 McKinney Falls Pkwy and Burleson Rd	Traffic Signal	E	60.5	E	77.1	D	37.1	E	61.6
7 McKinney Falls Pkwy and Dee Gabriel Collins	Traffic Signal	B	17.2	C	29.0	B	13.4	C	28.6
8 McKinney Falls Pkwy and Colton Bluff Springs	Traffic Signal	A	5.9	B	14.9	B	10.8	B	13.1
12 Sassman Rd and McKinney Falls/Thaxton Rd	Stop Sign	A	1.9	A	1.3	A	1.8	A	1.5
30 William Cannon Dr and Collector 1	Stop Sign	-	-	A	6.8	-	-	A	3.7
44 Collector 1 and Collector 4	Roundabout	-	-	A	5.0	-	-	A	5.3
45 Collector 2 and Collector 4	Roundabout	-	-	A	5.0	-	-	A	5.3
47 Collector 3 and Collector 4	Roundabout	-	-	A	3.9	-	-	A	4.1

The Total LOS and Delay include the following improvements at the associated intersection:

Intersection 4

- added a right turn lane on the southbound approach of Pleasant Valley Drive

Intersection 5

- added a left turn lane on the eastbound approach of William Cannon Drive

Intersection 7

- added a right turn lane on the westbound approach of Dee Gabriel Collins

Table 15 Intersection Capacity Analysis Year 9

Location	Traffic Control	AM Peak				PM Peak			
		Background		Total		Background		Total	
		LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay
1 William Cannon Dr and IH 35 NB FR	Traffic Signal	F	251.4	F	296.3	F	216.9	F	279.5
2 William Cannon Dr and TH 35 SB PR	Traffic Signal	F	373.3	F	404.2	F	378.8	F	417.0
3 William Cannon Dr and Bluff Springs	Traffic Signal	D	44.2	E	59.7	D	43.8	D	53.9
4 William Cannon Dr and Pleasant Valley	Traffic Signal	E	73.1	E	77.9	E	64.9	F	91.8
5 William Cannon Dr and McKinney Falls Pkwy	Traffic Signal	D	49.4	D	41.8	C	31.5	D	36.7
6 McKinney Falls Pkwy and Burleson Rd	Traffic Signal	F	86.2	F	86.9	E	59.7	D	51.7
7 McKinney Falls Pkwy and Dee Gabriel Collins	Traffic Signal	B	15.8	C	20.3	B	13.6	B	17.3
8 McKinney Falls Pkwy and Colton Bluff Springs	Traffic Signal	A	6.0	B	12.1	A	6.9	B	12.1
12 Sasmann Rd and Thaxton/McKinney Falls	Stop Sign	A	1.9	A	2.8	A	1.8	A	2.8
14 US 183 and Dee Gabriel Collins/FM 812	Traffic Signal	F	186.3	F	214.3	F	102.3	F	136.8
16 US 183 and William Cannon Dr/FM1625	Stop Sign	F	56.0	B	18.6	E	36.0	C	20.1
29 William Cannon and Major Arterial 1	Stop Sign	-	-	A	4.4	-	-	A	4.2
30 William Cannon and Collector 1	Stop Sign	-	-	A	3.8	-	-	A	2.9
31 William Cannon Dr and Minor Arterial 2	Stop Sign	-	-	A	0.8	-	-	A	0.6
44 Collector 1 and Collector 4	Roundabout	-	-	A	5.0	-	-	A	5.1
45 Collector 2 and Collector 4	Roundabout	-	-	A	4.8	-	-	A	5.1
47 Collector 3 and Collector 4	Roundabout	-	-	A	3.9	-	-	A	4.2

The Total LOS and Delay include the following improvements at the associated intersection:
 Intersection 6

- added a right turn lane on the eastbound approach of Burleson Road
 - added a right turn lane on the southbound approach of McKinney Falls Parkway
- Intersection 16
- added traffic signalization

Table 16 Intersection Capacity Analysis Year 12

Location	Traffic Control	AM Peak				PM Peak			
		Background		Total		Background		Total	
		LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay
1 William Cannon Dr and IH 35 NB FR	Traffic Signal	F	313.7	F	380.0	F	164.9	F	246.6
2 William Cannon Dr and IH 35 SB FR	Traffic Signal	F	428.9	F	463.1	F	703.8	F	822.3
3 William Cannon Dr and Bluff Springs	Traffic Signal	E	66.3	F	89.4	D	54.2	F	99.5
4 William Cannon Dr and Pleasant Valley	Traffic Signal	E	83.7	F	97.2	F	88.3	F	124.8
5 William Cannon Dr and McKinney Falls Pkwy	Traffic Signal	C	26.3	F	113.2	C	23.0	F	85.8
6 McKinney Falls Pkwy and Burleson Rd	Traffic Signal	F	82.6	F	95.6	D	36.6	E	61.1
7 McKinney Falls Pkwy and Dee Gabriel Collins	Traffic Signal	B	17.7	D	42.1	B	13.5	C	23.7
8 McKinney Falls Pkwy and Colton Bluff Springs	Traffic Signal	A	5.7	B	13.3	B	10.8	A	12.6
12 Sassman Rd and McKinney Falls/Thaxton Rd	Stop Sign	A	0.9	B	14.9	A	1.7	B	10.5
13 US 183 and Burleson Rd	Traffic Signal	F	283.6	F	388.9	F	241.6	F	320.9
14 US 183 and Dee Gabriel Collins/FM 812	Traffic Signal	E	55.2	F	85.8	F	83.1	F	120.0
16 US 183 and William Cannon/FM 1625	Traffic Signal	D	52.5	F	104.6	B	13.3	F	148.8
17 US 183 and FM 973	Traffic Signal	A	7.4	B	15.5	A	6.5	A	10.6
18 US 183 and FM 1327	Traffic Signal	B	19.1	C	20.8	B	18.9	C	25.6
19 FM 1625 and Sassman/Slaughter Ln	Stop Sign	A	1.1	A	2.9	A	1.0	A	4.4
20 FM 1625 and FM 1327	Traffic Signal	C	20.8	C	27.2	B	16.0	C	19.4
21 FM 1625 and Major Arterial 1	Stop Sign	-	-	A	0.4	-	-	A	0.5
22 FM 1625 and Collector 4	Stop Sign	-	-	A	0.0	-	-	A	0.0
23 US 183 and Minor Arterial 1	Stop Sign	-	-	A	0.0	-	-	A	0.0
24 Slaughter Ln and Major Arterial 1	Stop Sign	-	-	A	7.0	-	-	A	7.0
25 Slaughter Ln and Collector 4	Stop Sign	-	-	A	0.0	-	-	A	0.0
26 Slaughter Ln and Collector 3	Stop Sign	-	-	A	5.5	-	-	A	5.3
27 Slaughter Ln and Minor Arterial 3	Stop Sign	-	-	A	0.0	-	-	A	0.0
28 Slaughter Ln and US 183	Stop Sign	-	-	A	1.0	-	-	A	1.8

29	William Cannon Dr and Major Arterial 1	Stop Sign	-	-	A	5.5	-	-	A	6.0
30	William Cannon Dr and Collector 1	Stop Sign	-	-	A	4.7	-	-	A	3.8
31	William Cannon Dr and Minor Arterial 2	Stop Sign	-	-	A	7.2	-	-	B	11.7
33	McKinney Falls Pkwy and Minor Arterial 4	Stop Sign	-	-	A	3.5	-	-	A	3.2
34	Major Arterial 1 and Collector 4 north segment	Roundabout	-	-	A	4.0	-	-	A	4.3
35	Major Arterial 1 and Collector 4 south segment	Roundabout	-	-	A	4.0	-	-	A	5.4
36	Major Arterial 1 and Collector 5 north segment	Roundabout	-	-	A	4.3	-	-	A	4.8
37	Major Arterial 1 and Collector 5 south segment	Roundabout	-	-	A	4.2	-	-	A	4.5
38	Major Arterial 1 and Collector 6	Roundabout	-	-	A	4.7	-	-	A	5.3
39	Major Arterial 1 and Minor Arterial 1	Roundabout	-	-	A	4.3	-	-	A	4.4
40	Major Arterial 1 and Minor Arterial 4	Roundabout	-	-	A	3.9	-	-	A	4.1
41	Minor Arterial 1 and Minor Arterial 2	Roundabout	-	-	A	3.6	-	-	A	3.7
42	Minor Arterial 2 and Collector 6	Roundabout	-	-	A	6.2	-	-	A	7.2
43	Minor Arterial 2 and Minor Arterial 3	Roundabout	-	-	A	3.5	-	-	A	3.6
44	Collector 1 and Collector 4	Roundabout	-	-	A	5.4	-	-	A	5.7
45	Collector 2 and Collector 4	Roundabout	-	-	A	5.2	-	-	A	5.6
46	Collector 2 and Collector 5	Roundabout	-	-	A	3.4	-	-	A	3.4
47	Collector 4 and Collector 3	Roundabout	-	-	A	4.3	-	-	A	4.7

The Total LOS and Delay include the following improvements at the associated intersection:
 Intersection 6

- added a right turn lane on the eastbound approach of Burleson Road
- added a right turn lane on the southbound approach of McKinney Falls Parkway
- added traffic signalization

Table 17 Intersection Capacity Analysis Year 15

Location	Traffic Control	AM Peak				PM Peak			
		Background		Total		Background		Total	
		LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay
1 William Cannon Dr and IH 35 NB FR	Traffic Signal	F	384.9	F	438.9	F	210.3	F	268.8
2 William Cannon Dr and IH 35 SB FR	Traffic Signal	F	501.8	F	535.9	F	838.2	F	915.5
3 William Cannon Dr and Bluff Springs	Traffic Signal	F	90.4	F	111.1	E	78.7	F	111.1
4 William Cannon Dr and Jelschke Valley	Traffic Signal	F	109.1	F	271.5	F	123.6	F	154.7
5 William Cannon Dr and McKinney Falls Pkwy	Traffic Signal	D	47.4	F	127.7	D	46.0	F	87.2
6 McKinney Falls Pkwy and Burleson Rd	Traffic Signal	F	102.7	F	134.4	D	48.0	E	76.2
7 McKinney Falls Pkwy and Dee Gabriel Collins	Traffic Signal	C	22.0	C	33.2	B	15.1	C	26.2
8 McKinney Falls Pkwy and Cotton Bluff Springs	Traffic Signal	A	9.6	B	13.5	A	6.4	A	9.1
9 Slaughter Ln and IH 35 NB FR	Traffic Signal	F	551.0	F	607.5	F	395.5	F	433.9
10 Slaughter Ln and IH 35 SB FR	Traffic Signal	F	535.2	F	527.3	F	898.5	F	929.1
11 Slaughter Ln and Old Lockhart Hwy	Traffic Signal	D	35.1	E	73.7	D	46.2	F	133.0
12 Sassman Rd and McKinney Falls Thaxton Rd	Traffic Signal	A	2.0	B	18.0	A	1.7	B	19.5
13 US 183 and Burleson Rd	Traffic Signal	F	261.8	F	479.1	F	290.3	F	408.6
14 US 183 and FM 812	Traffic Signal	B	74.8	F	131.4	F	80.5	P	165.5
16 US 183 and William Cannon (FM 1625)	Traffic Signal	F	76.1	F	164.4	B	14.1	F	261.1
17 US 183 and FM 973	Traffic Signal	C	22.2	C	24.3	A	8.3	B	10.4
18 US 183 and FM 1327	Traffic Signal	C	24.0	C	29.0	C	23.3	C	31.7
19 FM 1625 and Slaughter Ln (Sassman Rd)	Traffic Signal	A	1.1	B	17.6	A	1.1	C	25.7
20 FM 1625 and FM 1327	Traffic Signal	C	24.4	E	65.0	B	16.9	C	25.4
21 FM 1625 and Major Arterial 1	Traffic Signal	-	-	A	0.4	-	-	A	0.5
22 FM 1625 and Collector 4	Stop Sign	-	-	A	0.0	-	-	A	0.0
23 US 183 and Minor Arterial 1	Traffic Signal	-	-	A	7.8	-	-	A	4.4
24 Slaughter Ln and Major Arterial 1	Stop Sign	-	-	A	7.7	-	-	A	7.8
25 Slaughter Ln and Collector 4	Stop Sign	-	-	A	0.8	-	-	A	0.6

Table 18 Intersection Capacity Analysis Year 18

Location	Traffic Control	AM Peak				PM Peak			
		Background		Total		Background		Total	
		LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay
1 William Cannon Dr and IH 35 NB FR	Traffic Signal	F	464.0	F	539.5	F	282.5	F	332.5
2 William Cannon Dr and IH 35 SB FR	Traffic Signal	F	583.6	F	621.1	F	962.2	F	1083.3
3 William Cannon Dr and Bluff Springs	Traffic Signal	F	116.7	F	151.4	F	113.4	F	145.7
4 William Cannon Dr and Pleasant Valley	Traffic Signal	F	126.1	F	158.6	F	152.7	F	187.7
5 William Cannon Dr and McKinney Falls Pkwy	Traffic Signal	E	63.4	F	146.1	E	59.3	F	125.5
6 McKinney Falls Pkwy and Burleson Rd	Traffic Signal	F	137.2	F	176.1	E	57.0	F	113.5
7 McKinney Falls Pkwy and Dec Gabriel Collins	Traffic Signal	C	23.2	E	67.4	B	17.1	D	53.0
8 McKinney Falls Pkwy and Cotton Bluff Springs	Traffic Signal	A	7.0	B	13.4	A	5.9	A	8.7
9 Slaughter Ln and IH 35 NB FR	Traffic Signal	F	646.6	F	708.9	F	469.4	F	498.9
10 Slaughter Ln and IH 35 SB FR	Traffic Signal	F	619.4	F	614.0	F	1051.6	F	1100.9
11 Slaughter Ln and Old Lockhart Hwy	Traffic Signal	F	45.6	F	107.4	E	60.7	F	171.0
12 Sassman Rd and McKinney Falls/Thaxton Rd	Traffic Signal	A	5.8	A	9.2	A	4.4	A	9.2
13 US 183 and Burleson Rd	Traffic Signal	F	449.9	F	587.8	F	363.7	F	493.8
14 US 183 and FM 812	Traffic Signal	F	109.6	F	187.1	F	123.4	F	219.7
16 US 183 and William Cannon (FM 1625)	Traffic Signal	F	111.5	F	222.0	C	28.3	F	445.6
17 US 183 and FM 973	Traffic Signal	C	28.8	D	43.7	B	10.5	B	12.1
18 US 183 and FM 1327	Traffic Signal	D	35.8	D	48.1	C	33.9	E	73.7
19 FM 1625 and Slaughter Ln (Sassman Rd)	Traffic Signal	A	3.6	A	9.9	A	5.5	B	15.2
20 FM 1625 and FM 1327	Traffic Signal	C	32.5	F	93.5	B	18.6	D	35.1
21 FM 1625 and Major Arterial 1	Traffic Signal	-	-	A	4.9	-	-	A	6.8
22 FM 1625 and Collector 4	Stop Sign	-	-	A	0.0	-	-	A	0.0
23 US 183 and Minor Arterial 1	Traffic Signal	-	-	C	32.7	-	-	B	17.7
24 Slaughter Ln and Major Arterial 1	Stop Sign	-	-	A	7.5	-	-	A	8.8
25 Slaughter Ln and Collector 4	Stop Sign	-	-	A	0.7	-	-	A	0.5

26	Slaughter Ln and Collector 3	Stop Sign	-	-	A	4.0	-	-	A	3.8
27	Slaughter Ln and Minor Arterial 3	Stop Sign	-	-	A	1.3	-	-	A	0.7
28	Slaughter Ln and US 183	Traffic Signal	-	-	A	9.0	-	-	A	6.6
29	William Cannon Dr and Major Arterial 1	Stop Sign	-	-	B	11.5	-	-	B	14.5
30	William Cannon Dr and Collector 1	Stop Sign	-	-	A	4.2	-	-	A	4.3
31	William Cannon Dr and Minor Arterial 2	Traffic Signal	-	-	B	64.6	-	-	B	58.2
33	McKinney Falls Pkwy and Minor Arterial 4	Stop Sign	-	-	A	3.7	-	-	A	2.9
34	Major Arterial 1 and Collector 4 north segment	Roundabout	-	-	A	4.7	-	-	A	5.2
35	Major Arterial 1 and Collector 4 south segment	Roundabout	-	-	A	5.3	-	-	A	6.2
36	Major Arterial 1 and Collector 5 north segment	Roundabout	-	-	A	6.0	-	-	A	6.5
37	Major Arterial 1 and Collector 5 south segment	Roundabout	-	-	A	5.4	-	-	A	5.9
38	Major Arterial 1 and Collector 6	Roundabout	-	-	A	6.5	-	-	A	8.0
39	Major Arterial 1 and Minor Arterial 1	Roundabout	-	-	A	6.1	-	-	B	12.5
40	Major Arterial 1 and Minor Arterial 4	Roundabout	-	-	A	5.1	-	-	A	5.6
41	Minor Arterial 1 and Minor Arterial 2	Roundabout	-	-	A	5.5	-	-	A	5.2
42	Minor Arterial 2 and Collector 6	Roundabout	-	-	A	9.8	-	-	B	15.9
43	Minor Arterial 2 and Minor Arterial 3	Roundabout	-	-	A	4.5	-	-	A	4.5
44	Collector 1 and Collector 4	Roundabout	-	-	A	5.3	-	-	A	5.7
45	Collector 2 and Collector 4	Roundabout	-	-	A	5.1	-	-	A	5.4
46	Collector 2 and Collector 5	Roundabout	-	-	A	3.3	-	-	A	3.4
47	Collector 4 and Collector 3	Roundabout	-	-	A	4.8	-	-	A	5.1

The Total LOS and Delay include the following improvements at the associated intersection:

- added traffic signalization

Table 19 Intersection Capacity Analysis Year 21

Location	Traffic Control	AM Peak				PM Peak			
		Background		Total		Background		Total	
		LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay
1 William Cannon Dr and IH 35 NB FR	Traffic Signal	F	551.6	F	604.7	F	345.0	F	415.1
2 William Cannon Dr and IH 35 SB FR	Traffic Signal	F	673.1	F	719.7	F	1134.5	F	1231.0
3 William Cannon Dr and Bluff Springs	Traffic Signal	F	156.0	F	178.6	F	159.7	F	203.0
4 William Cannon Dr and Pleasant Valley	Traffic Signal	F	162.6	F	190.5	F	199.5	F	238.6
5 William Cannon Dr and McKinney Falls Pkwy	Traffic Signal	F	84.7	F	224.6	F	89.3	F	193.7
6 McKinney Falls Pkwy and Burleson Rd	Traffic Signal	F	181.9	F	217.7	F	69.6	F	135.0
7 McKinney Falls Pkwy and Dee Gabriel Collins	Traffic Signal	C	26.2	E	78.4	C	18.3	D	48.7
8 McKinney Falls Pkwy and Colton Bluff Springs	Traffic Signal	A	6.6	B	15.6	A	6.2	A	7.5
9 Slaughter Ln and IH 35 NB FR	Traffic Signal	F	754.2	F	810.6	F	557.3	F	585.2
10 Slaughter Ln and IH 35 SB FR	Traffic Signal	F	713.9	F	715.6	F	1183.8	F	1251.4
11 Slaughter Ln and Old Lockhart Hwy	Traffic Signal	C	27.9	F	186.3	C	79.2	F	206.1
12 Sassaun Rd and McKinney Falls/Thaxton Rd	Traffic Signal	A	6.3	B	10.5	A	4.4	A	9.3
13 US 183 and Burleson Rd	Traffic Signal	F	533.3	F	726.9	F	446.3	F	635.6
14 US 183 and FM 812	Traffic Signal	F	151.0	F	237.5	F	163.4	F	327.7
16 US 183 and William Cannon (FM 1625)	Traffic Signal	F	152.3	F	311.2	F	39.6	F	402.3
17 US 183 and FM 973	Traffic Signal	C	30.2	F	97.3	B	10.6	B	14.7
18 US 183 and FM 1327	Traffic Signal	D	53.8	E	68.3	D	40.9	E	78.3
19 FM 1625 and Slaughter Ln(Sassaun Rd)	Traffic Signal	A	4.0	B	12.0	A	6.1	D	36.6
20 FM 1625 and FM 1327	Traffic Signal	D	49.4	F	157.2	C	20.3	E	57.9
21 FM 1625 and Major Arterial 1	Traffic Signal	-	-	A	5.5	-	-	A	9.9
22 FM 1625 and Collector 4	Stop Sign	-	-	A	0.0	-	-	A	0.0
23 US 183 and Minor Arterial 1	Traffic Signal	-	-	B	19.8	-	-	C	21.1
24 Slaughter Ln and Major Arterial 1	Stop Sign	-	-	A	7.8	-	-	B	10.6
25 Slaughter Ln and Collector 4	Stop Sign	-	-	A	0.6	-	-	A	0.4

26	Slaughter Ln and Collector 3	Stop Sign	-	-	-	A	4.2	-	-	A	3.8
27	Slaughter Ln and Minor Arterial 3	Stop Sign	-	-	-	A	2.2	-	-	A	4.8
28	Slaughter Ln and US 183	Traffic Signal	-	-	-	A	8.9	-	-	D	53.2
29	William Cannon Dr and Major Arterial 1	Stop Sign	-	-	-	B	13.3	-	-	B	13.8
30	William Cannon Dr and Collector 1	Stop Sign	-	-	-	A	3.7	-	-	A	4.1
31	William Cannon Dr and Minor Arterial 2	Traffic Signal	-	-	-	F	88.3	-	-	F	101.4
33	McKinney Falls Pkwy and Minor Arterial 4	Stop Sign	-	-	-	A	4.4	-	-	A	5.4
34	Major Arterial 1 and Collector 4 north segment	Roundabout	-	-	-	A	4.8	-	-	A	5.3
35	Major Arterial 1 and Collector 4 south segment	Roundabout	-	-	-	A	5.6	-	-	B	12.1
36	Major Arterial 1 and Collector 5 north segment	Roundabout	-	-	-	A	6.2	-	-	A	6.8
37	Major Arterial 1 and Collector 5 south segment	Roundabout	-	-	-	A	5.6	-	-	A	6.2
38	Major Arterial 1 and Collector 6	Roundabout	-	-	-	A	6.8	-	-	A	8.6
39	Major Arterial 1 and Minor Arterial 1	Roundabout	-	-	-	A	6.3	-	-	A	6.9
40	Major Arterial 1 and Minor Arterial 4	Roundabout	-	-	-	A	5.5	-	-	A	6.6
41	Minor Arterial 1 and Minor Arterial 2	Roundabout	-	-	-	A	5.6	-	-	A	6.9
42	Minor Arterial 2 and Collector 6	Roundabout	-	-	-	B	11.6	-	-	E	38.4
43	Minor Arterial 2 and Minor Arterial 3	Roundabout	-	-	-	A	5.1	-	-	A	6.0
44	Collector 1 and Collector 4	Roundabout	-	-	-	A	5.2	-	-	A	5.6
45	Collector 2 and Collector 4	Roundabout	-	-	-	A	5.0	-	-	A	5.2
46	Collector 2 and Collector 5	Roundabout	-	-	-	A	3.4	-	-	A	3.4
47	Collector 4 and Collector 3	Roundabout	-	-	-	A	4.8	-	-	A	5.2

The Total LOS and Delay include the following improvements at the associated intersection:
 No improvements included

EXHIBIT "B"

Table 21 Intersection Capacity Analysis with Intersection Improvements	
Intersection (by phase)	Possible Improvements
Phase 1 - Year 1	
	No improvements.
Phase 2 - Year 3	
William Cannon at McKinney Falls Pkwy	Add westbound right turn lane on William Cannon Add southbound right turn lane on McKinney Falls
Phase 3 - Year 6	
William Cannon at McKinney Falls Pkwy	Add eastbound left turn lane on William Cannon
William Cannon at Pleasant Valley	Add southbound right turn lane on Pleasant Valley
McKinney Falls Pkwy at Dee Gabriel Collins	Add westbound right turn lane on Dee Gabriel
Phase 4 - Year 9	
McKinney Falls Pkwy at Burleson	Add eastbound right turn lane on Burleson Add southbound right turn lane on McKinney Falls
William Cannon at US 183	Traffic Signalization
Phase 5 - Year 12	
William Cannon at McKinney Falls Pkwy	Add eastbound through lane on William Cannon Add westbound through lane on William Cannon Add eastbound right turn lane on William Cannon Add northbound right turn lane on McKinney Falls
McKinney Falls Pkwy at Burleson	Add northbound right turn lane on McKinney Falls Add westbound right turn lane on Burleson
US 183 at FM 812/Dee Gabriel Collins	Add eastbound right turn lane on Dee Gabriel
US 183 at FM 973	Add southbound left turn lane on US 183
Phase 6 - Year 15	
Slaughter at McKinney Falls Pkwy	Traffic Signalization
Slaughter at Minor Arterial 2/FM 1625	Traffic Signalization
Slaughter at US 183	Traffic Signalization
William Cannon at Minor Arterial 2	Traffic Signalization
US 183 at Minor Arterial 1	Traffic Signalization
Phase 7 - Year 18	
Slaughter at Major Arterial 1	Traffic Signalization
William Cannon at Major Arterial 1	Traffic Signalization
Phase 8 - Year 21	
	No improvements.

EDUCATIONAL IMPACT STATEMENT

School District:



PROJECT NAME: Pilot Knob PUD

ADDRESS/LOCATION: East and Southeast from intersection of Wm Cannon and McKinney Falls

CASE #: C814-2012-0152

CITY COUNCIL DATE: _____

NEW SINGLE FAMILY

DEMOLITION OF MULTIFAMILY

NEW MULTIFAMILY

TAX CREDIT

SF UNITS: 6300

STUDENTS PER UNIT ASSUMPTION: .5

MF UNITS: 3500

STUDENTS PER UNIT ASSUMPTION: .3

ELEMENTARY SCHOOL: Creedmoor Elementary

RATING:

ADDRESS:

PERMANENT CAPACITY: 824

% QUALIFIED FOR FREE/REDUCED LUNCH:

MOBILITY RATE:

ELEMENTARY SCHOOL STUDENTS	Current Population	5- Year Projected Population	5-Year Projected Population (w/ proposed development)
Number	810	1125	3225
% of Permanent Capacity	98	137	391

INCREASE

DECREASE

NO IMPACT

MIDDLE SCHOOL: Ojeda Middle School

RATING:

ADDRESS:

PERMANENT CAPACITY: 1145

% QUALIFIED FOR FREE/REDUCED LUNCH:

MOBILITY RATE:

MIDDLE SCHOOL STUDENTS	Current Population	5- Year Projected Population	5-Year Projected Population (w/ proposed development)
Number	1011	1257	2181
% of Permanent Capacity	88	110	190

INCREASE

DECREASE

NO IMPACT

HIGH SCHOOL: Del Valle High School

RATING:

ADDRESS:

PERMANENT CAPACITY: 2038

% QUALIFIED FOR FREE/REDUCED LUNCH:

MOBILITY RATE:

HIGH SCHOOL STUDENTS	Current Population	5- Year Projected Population	5-Year Projected Population (w/ proposed development)
Number	2684	3618	4794
% of Permanent Capacity	132	178	235

INCREASE

DECREASE

NO IMPACT

To select one of the checkboxes above, double click on the box and select "checked" from the default value menu in the middle of the page. Click OK to complete the selection.

IMPACT ON SCHOOLS

Currently all of our elementary schools are at or very near capacity, so any additional housing units will have an educational impact on the district. We will review attendance boundaries next spring and it may become necessary to zone some neighborhoods in that area away from nearby schools to those on the outer edge of the district. Developers need to be aware of this so that they do not give out incorrect or misleading information to potential tenants. Our extra capacity at our middle school and High school has been covered by the use of portable classrooms. This information is all based on current facilities.

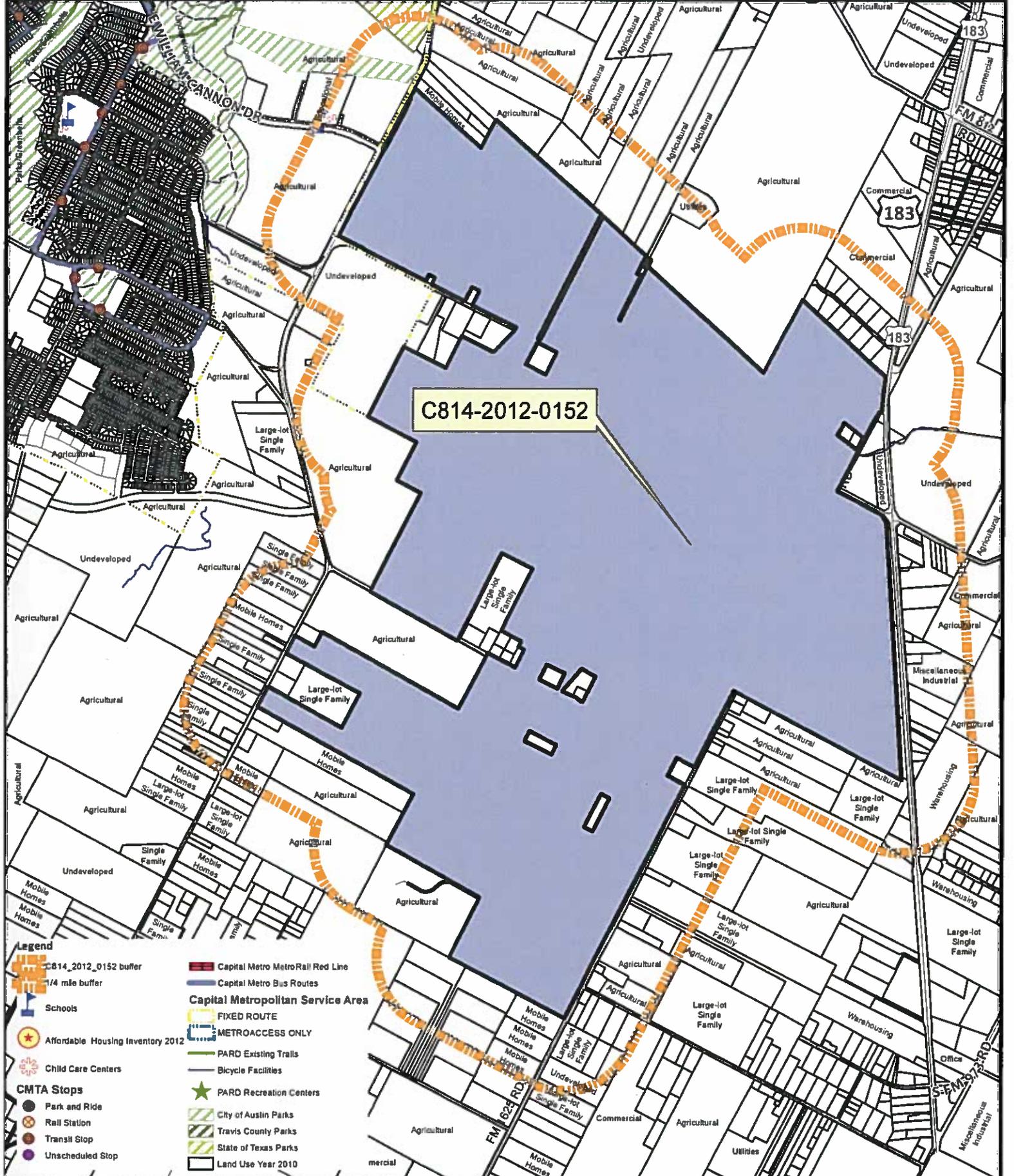
TRANSPORTATION IMPACT

Students within this development would attend Hillcrest Elementary, Creedmoor Elementary, Ojeda Middle School, and Del Valle High School at this time. They would all qualify for Transportation. This would cause a major impact on transportation; several new routes would be needed to transport and thus several new busses will have to be purchased. Another area of impact would be the road infrastructure; narrow two lane roads to this development would become a hazard as the project finished out.

SAFETY IMPACT

Date Prepared: _____

Director's Signature: _____



C814-2012-0152

- Legend**
- C814_2012_0152 buffer
 - 1/4 mile buffer
 - Schools
 - Affordable Housing Inventory 2012
 - Child Care Centers
 - CMTA Stops**
 - Park and Ride
 - Rail Station
 - Transit Stop
 - Unscheduled Stop
 - Capital Metro MetroRail Red Line
 - Capital Metro Bus Routes
 - Capital Metropolitan Service Area**
 - FIXED ROUTE
 - METROACCESS ONLY
 - PARD Existing Trails
 - Bicycle Facilities
 - PARD Recreation Centers
 - City of Austin Parks
 - Travis County Parks
 - State of Texas Parks
 - Land Use Year 2010

Zoning Case
 Case#: C814-2012-0152
 Address: E William Cannon
 Case Name: Pilot Knob Planned Unit Development
 2214.075 Acres

Neighborhood Planning Area: No
 School District: Del Valle ISD
 Manager: Wendy Rhoades



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Educational Impact Assessment

ZONING



EXHIBIT A

EDUCATIONAL IMPACT STATEMENT (EIS) DETERMINATION

PART A

If your project is located in the Austin Independent School District, requires Land Use Commission review; and meets one of the requirements listed below, an Educational Impact Statement is required.

<input checked="" type="checkbox"/> <u>YES</u>	<input type="checkbox"/> <u>NO</u>	<u>100 or more single family units are proposed</u>
<input checked="" type="checkbox"/> <u>YES</u>	<input type="checkbox"/> <u>NO</u>	<u>200 or more multifamily units are proposed</u>
<input type="checkbox"/> <u>YES</u>	<input type="checkbox"/> <u>NO</u>	<u>100 or more multifamily units are proposed and a tax credit is requested</u>
<input type="checkbox"/> <u>YES</u>	<input checked="" type="checkbox"/> <u>NO</u>	<u>project will demolish more than 50 residential existing units in a structure more than 20 years old</u>

If an Educational Impact Statement (EIS) is required, please complete the Educational Impact Analysis (EIA) Part B.

ZONING



EDUCATIONAL IMPACT ANALYSIS FORM
Part B

OFFICE USE ONLY

CASE MANAGER: WENDY RHOADES

APPLICANT/AGENT: JANA MCCANN / MCCANN ADAMS STUDIO

CASE NUMBER: CB14-2012-0152

PROJECT NAME: PILOT KNOB PLANNED UNIT DEVELOPMENT

PROJECT ADDRESS: EAST AND SOUTHEAST FROM THE INTERSECTION OF
WILLIAM CANNON DR. AND MCKINNEY FALLS PKWY.

PROPOSED USE: MIXED USED

EXISTING RESIDENTIAL UNITS

Existing Number of Residential Units: ∅

Number of existing residential units to be demolished: ∅

Age of units to be demolished: N/A

PROPOSED DEVELOPMENT

Gross Project Acreage: ± 2214 AC.

Number of lots:

Lots per acre:

PROPOSED RESIDENTIAL UNITS

Proposed number of Residential Units: ± 14,800

Size of proposed units in square feet (specify range): 800 (APARTMENTS) - 4500 (HOMES)

Number of bedrooms per unit: N/A

ZONING

ESTIMATED SELLING / RENTAL PRICE (EXISTING AND PROPOSED)

Estimated selling price of units (specify range): \$180,000 - \$400,000

Estimated rental rates (if applicable): UNKNOWN

Range of monthly rental rates to be demolished: 0 to _____

Estimated increase in rental rates (specify percentage of increase): UNKNOWN

If project is multifamily, will a tax credit be applied for as part of the Smart Housing™ Program? N/A

Number of Certified Affordable Dwelling Units (Proposed or Existing) PER CONSENT AGREEMENT

OFF-SITE FAMILY AMENITIES EXISTING WITHIN ONE MILE OF PROJECT (Open to the public – attach location plan)

Parks/Greenbelts: McKINNEY FALLS STATE PARK

Recreation Centers: —

Public Schools: DEL VALLE ISD: HILLCREST ELEM. SCHOOL, PALM ELEMENTARY SCHOOL

PARKLAND DEDICATION

Parkland dedication required? YES NO PER CONSENT AGREEMENT

If yes, please indicate if applicant plans to request fee in lieu or provide parkland.

Fee: YES NO

Land: YES NO

ON-SITE FAMILY AMENITIES PROPOSED

Will space be provided for childcare services? YES NO Unknown at this time

Amount of open space required in acres: 300 (PER CONSENT AGREEMENT)

Amount of open space provided in acres: 300

Other proposed amenities: (pools, clubhouse, recreation area): 100 (PER CONSENT AGREEMENT)

TRANSPORTATION LINKAGES

Closest Public Transit Location: STATION

Pedestrian/Bike Routes: _____

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Case Number: C814-2012-0152

Contact: Wendy Rhoades, 512-974-7719

Public Hearing: December 10, 2013, Planning Commission

Gilbert Anguiano
Your Name (please print)

<input checked="" type="checkbox"/> I am in favor
<input type="checkbox"/> I object

8607 Hwy 183 South
Your address(es) affected by this application

Gilbert Anguiano
Signature

11-23-2013
Date

Daytime Telephone: 512 243 2173

Comments:

If you use this form to comment, it may be returned to:

City of Austin
Planning & Development Review Department
Wendy Rhoades
P. O. Box 1088
Austin, TX 78767-8810

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Case Number: C814-2012-0152

Contact: Wendy Rhoades, 512-974-7719

Public Hearing: December 10, 2013, Planning Commission

Rick Sheldon,
Your Name (please print)

RKS Texas Investments LP
Your address(es) affected by this application

601 Sontesta Blvd, San Antonio TX 78258

I am in favor
 I object

[Signature]
Signature

11-25-13
Date

Daytime Telephone: *210-490-2500*

Comments: _____

If you use this form to comment, it may be returned to:

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P. O. Box 1088
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Case Number: C814-2012-0152

Contact: Wendy Rhoades, 512-974-7719

Public Hearing: June 24, 2014, Planning Commission

Carole J. Brown & Shirley A. Swanson
Your Name (please print)

7901 Cotton Blues Springs Rd.
Your address(es) affected by this application

Carole J. Brown
Signature

Date

6-14-14

Daytime Telephone: *512-715-0738*

Comments:

If you use this form to comment, it may be returned to:

City of Austin
Planning & Development Review Department
Wendy Rhoades
P. O. Box 1088
Austin, TX 78767-8810

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Case Number: C814-2012-0152

Contact: Wendy Rhoades, 512-974-7719

Public Hearing: June 24, 2014, Planning Commission

AKS Texas Investments LLC

By [Signature]
Your Name (please print) Rick Sheldon

William Cannon / TexGd 814254

Your address(es) affected by this application

[Signature]

Signature

6/16/14

Date

Daytime Telephone: 210-490-2500

Comments: Riek Sheldon Real Estate

601 Seattera Blvd.

San Antonio, TX 78258

If you use this form to comment, it may be returned to:

City of Austin

Planning & Development Review Department

Wendy Rhoades

P. O. Box 1088

Austin, TX 78767-8810

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Case Number: C814-2012-0152

Contact: Wendy Rhoades, 512-974-7719

Public Hearing: June 24, 2014, Planning Commission

John Stumpf

Your Name (please print)

<input type="checkbox"/> I am in favor
<input type="checkbox"/> I object ?

Your address(es) affected by this application

John Stumpf 6/23/14

Signature

Date

Daytime Telephone: 281 414 5029

Comments: Thaxton Road Property I.D. 299828
Property has Thaxton Road Frontage.

A large drainage culvert connects the East-West sides of Thaxton Road in front of the Property.

Reference attached maps.

- 80' wide tract on THAXTON RD that serves a 150⁺ acre ranch
- Is there an entrance to Pilot Knob PWD opposite Mr. Stumpf's tract?
- Is there a second access to Thaxton Rd to the North?

If you use this form to comment, it may be returned to:

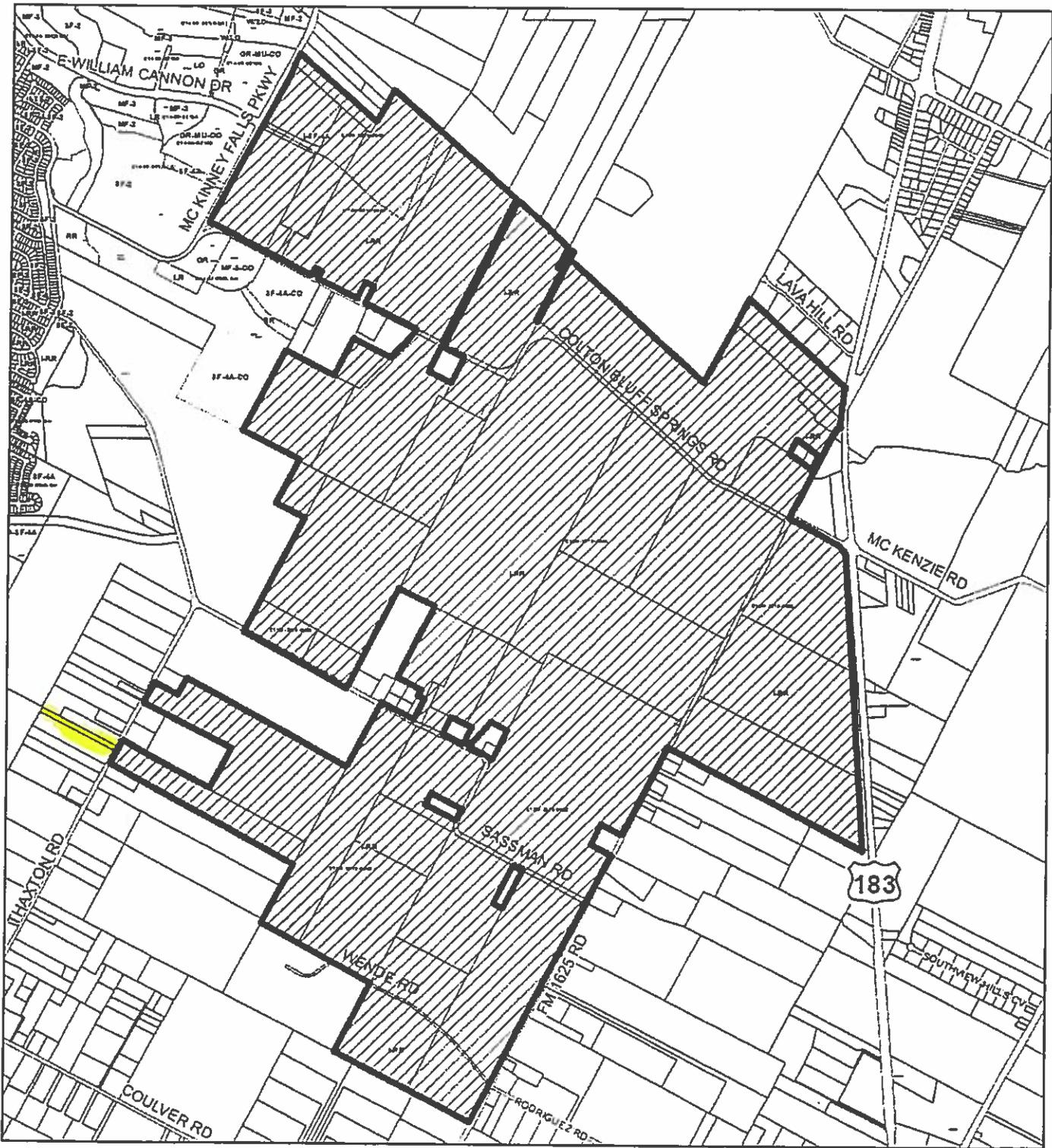
City of Austin

Planning & Development Review Department

Wendy Rhoades

P. O. Box 1088

Austin, TX 78767-8810



PLANNED UNIT DEVELOPMENT
ZONING CASE#: C814-2012-0152



-  SUBJECT TRACT
-  PENDING CASE
-  ZONING BOUNDARY

1" = 2,000'

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Travis CAD - Map of Property ID 299828 for Year 2014



Property Details

Account

Property ID: 299828
Geo ID: 0348010128
Type: Real

Legal Description: ABS 24 DELVALLE S ACR 2.416 (1-D-1)

Location

Situs Address: THAXTON RD TX 78747
Neighborhood: Land Region 420
Mapsco: 705P
Jurisdictions: 68, 0A, 2J, 51, 03, 06

Owner

Owner Name: STUMPF JOHN J ETAL
Mailing Address: , 2601 MARY AVE, , PEARLAND, TX 77581-6327

Property

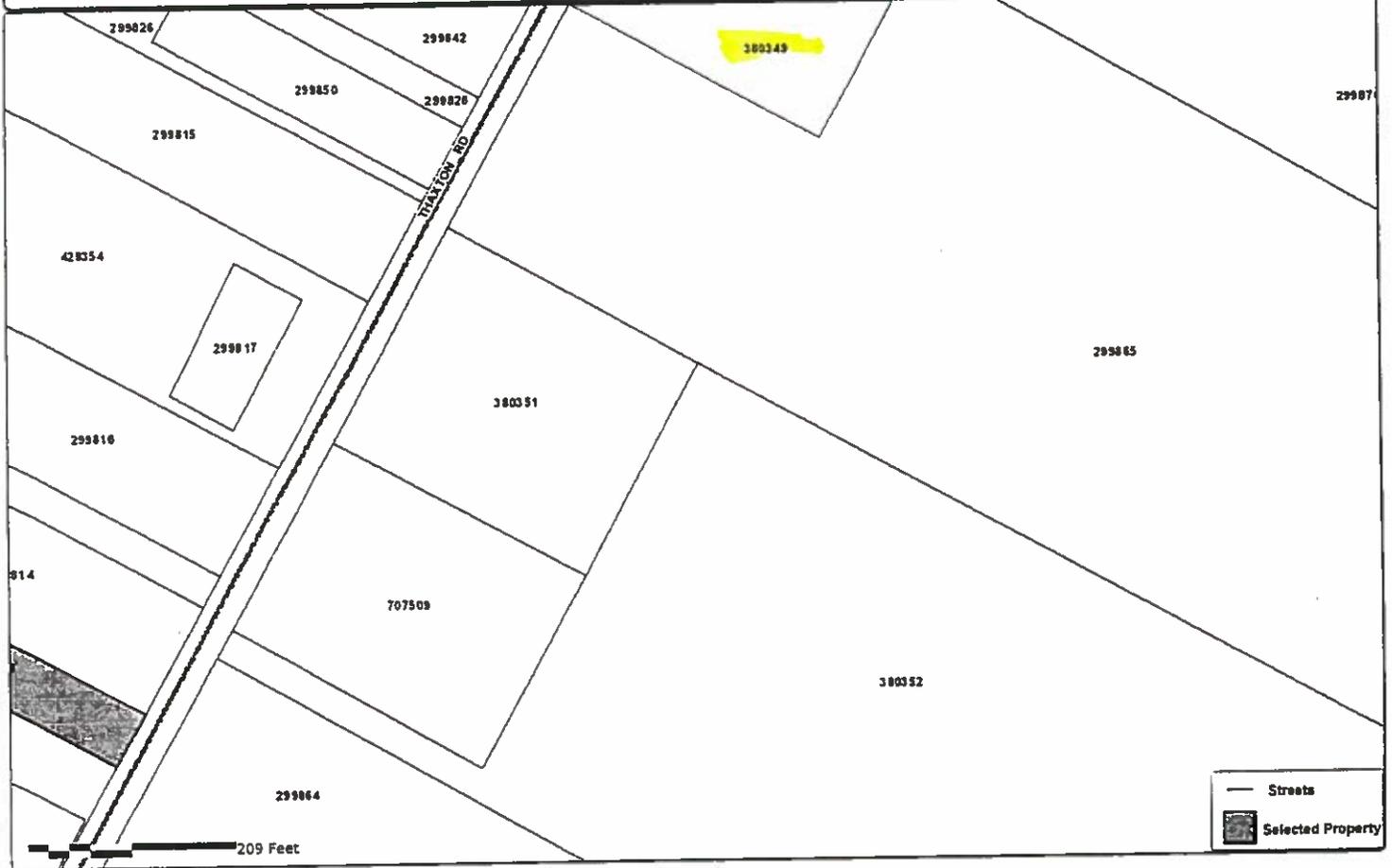
Appraised Value: \$244.00

<http://propaccess.traviscad.org/Map/View/Map/1/299828/2014>

powered by:
PropertyACCESS
www.trueautomation.com

Map Disclaimer: This tax map was compiled solely for the use of TCAD. Areas depicted by these digital products are approximate, and are not necessarily accurate to mapping, surveying or engineering standards. Conclusions drawn from this information are the responsibility of the user. The TCAD makes no claims, promises or guarantees about the accuracy, completeness or adequacy of this information and expressly disclaims liability for any errors and omissions. The mapped data does not constitute a legal document.

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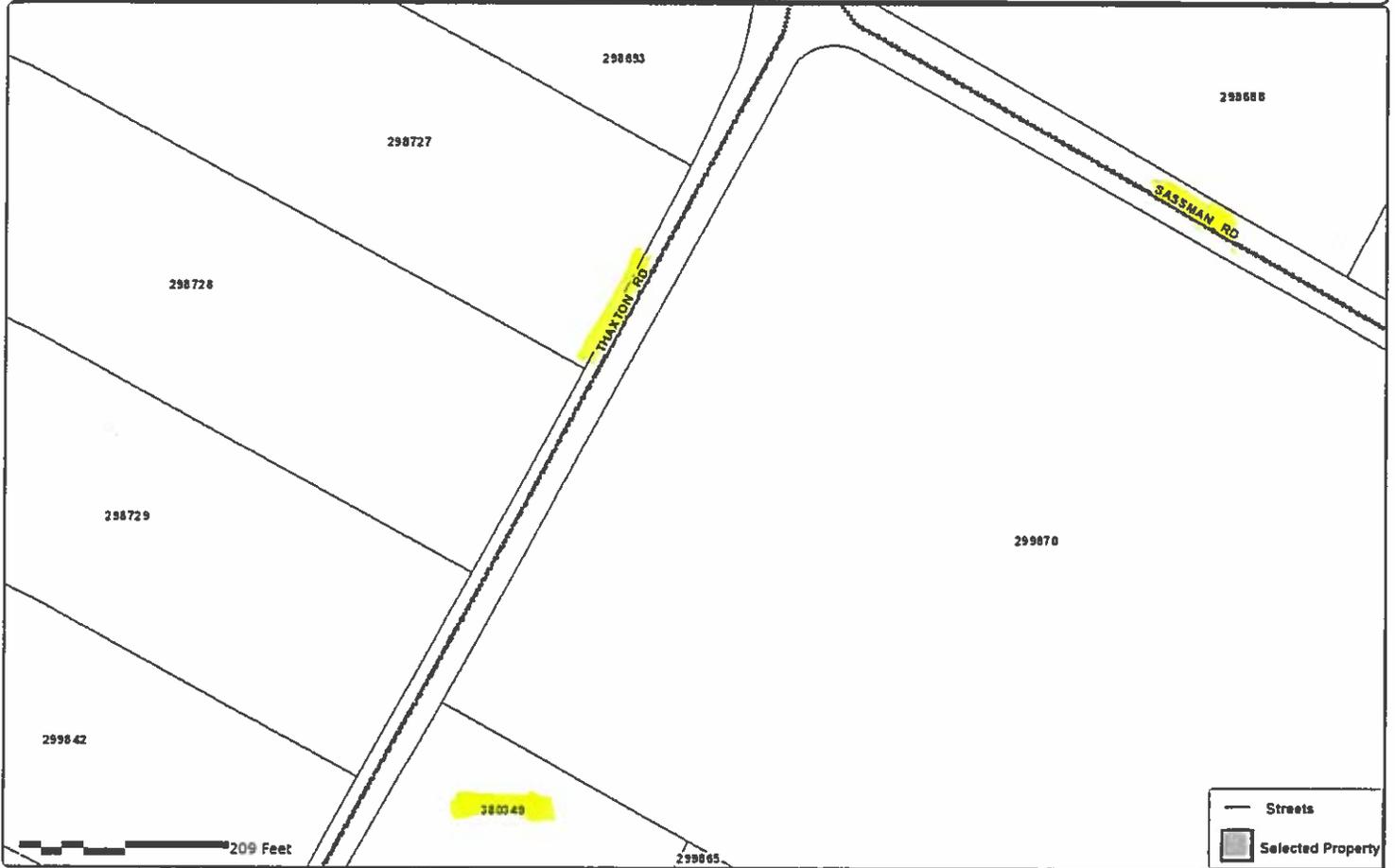
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Case Number: C814-2012-0152
 Contact: Wendy Rhoades, 512-974-7719
 Public Hearing: June 9, 2015, Planning Commission

RKS TEXAS Investments, LP

Your Name (please print)
 601 DON TEXA Blvd
 San Antonio, TX 78258

I am in favor
 I object

Your address(es) affected by this application

RK Sheldon
 Rick Sheldon, President
 Date 6/1/15

Daytime Telephone:

Comments: To favor -
 This Master Community
 would be great for
 Austin.

If you use this form to comment, it may be returned to:
 City of Austin
 Planning & Zoning Department
 Wendy Rhoades
 P. O. Box 1088
 Austin, TX 78767-8810